McAnulty Neighbourhood Plan

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The Regional Municipality of Hamilton - Wentworth

September 1979

McANULTY NEIGHBOURHOOD PLAN

PREPARED FOR THE CITY OF HAMILTON BY
THE PLANNING AND DEVELOPMENT DEPARTMENT
OF THE
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SEPTEMBER, 1979

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ACKNOWLEDGEMENT

The Plan was prepared by the McAnulty Neighbourhood Citizens' Committee. The Committee was set up in the usual way by asking for volunteers from the Neighbourhood. However, the Committee did not proceed as in other neighbourhoods with formally-designated committee members. Rather, the doors were open to anyone who wished to attend Committee meetings. Anyone who attended was considered a member of the Committee The list below shows the names of the Committee members and the number of times they attended out of a total of eight meetings.

Mr. Ken Beatty (4)
Mr. R. Blore (5)
Nancy Chartrand (2)
Mrs. M. Choikawyj (2)
Mr. G. Christian (4)
Mrs. J. Christian (2)
Mr. D. Cislanko (1)
Mr. and Mrs. J. Clark (1)
Mr. and Mrs. F. Corning (1)
Mrs. B. Cox (1)
Mr. R. Dalgleish (1)
Mr. H. Doyle (1)
Mrs. Duffield (2)
Judy Ferris (1)
Marilyn Fowler (1)
Mr. P. Gortmaker (1)
Mrs. Jakos (2)
Mr. Jakos (1)
Mr. A. Johnston (1)
Mr. Kelemen (1)
Mr. B. Koocher (1)
Joana Kuras (1)
Mrs. Grace Lewis (8)
Tina Lewis (7)
Mrs. Leeming (1)
Mr. Leeming (2)
Mr. G. Lyall (2)
Mrs. V. Martin (2)
Mr. and Mrs. Mepham (5)
Mr. D. Mitchell (7)
Mrs. Moroz (4)
Mr. Moroz (6)
Mrs. Potts(1)
Mrs. St. John (1)
Mr. R. Sharp (1)
Mr. W. Stec (5)
Mr. P. Steckenreiter (6)
Mrs. Szabo (1)
Mr. D. Terry (1)
Ms. R. Tonen (2)

.../2

PREFACE

I. Neighbourhood Planning in the City of Hamilton

The Hamilton-Wentworth Regional Planning Department is currently involved in the development of neighbourhood plans for several of the 137 neighbourhoods in the City of Hamilton.

The plans consist of a map indicating future (long-term) land uses for the area, as well as a text which provides guidelines for future public and private development. The land use plan is approved by City Council and becomes City policy. Any Official Plan changes and zoning changes necessary occur after the adoption of the Neighbourhood Plan.

In order to establish guidelines, it is necessary to consider established trends, problems, needs and desires of residents of the neighbourhood. To accomplish this end, the Planning Department works with a Citizens' Planning Committee and together, they:

i) identify problems which present exist in the neighbourhood;

ii) identify the needs of the local residents; and,

iii) exchange information and ideas.

The McAnulty Citizens' Committee met eight times from September, 1978 to March, 1979. From the discussions at the meetings, the following plan for the McAnulty Neighbourhood was developed, with the exception of the western end, which is governed by Official Plan Amendment No. 338. Public meetings for the western end were held previously.

McANULTY NEIGHBOURHOOD PLAN

A. Introduction

The McAnulty Neighbourhood, consisting of 21.4 hectares, is located in the lower part of Hamilton. It is bounded by Beach Road to the north, Kenilworth Avenue North to the east, the C.N.R. Mainline Tracks to the south and Ottawa Street North to the west.

The Neighbourhood is generally residential, with some commercial and light industrial uses fronting onto Beach Road and Kenilworth Avenue North. It is bordered on three sides by heavy industry. West of Hampton Avenue has been designated for industry.

The neighbourhood is served by the "Centre Mall" which is located to the south, across the C.N.R. Tracks and contains over 86 stores.

The McAnulty Neighbourhood houses approximately 1,000 people (1977 Assessment). The area is characterized by many low-rise dwellings built on narrow lots.

The plan of subdivision for the area was registered in 1911 by Donald J. McAnulty, Esq., who owned a large farm in the area. Housing development generally took place from 1915 to 1930.

The housing in this area is the remaining 'pocket' of a larger housing development located to the north. Housing in this area was generally used by workers of the nearby industries. More recently, it appears that many people have moved into the area due to the affordability and quality of the homes.

In 1969, the McAnulty Neighbourhood was designated for industrial purposes through Official Plan Amendment No. 260. Since then, neither industry nor Council has been assembling land for industrial purposes, with the exception of an area west of Hampton Avenue. Presently, there is no municipal allocation nor assistance from the senior levels of government to purchase further lands in this area. Subsequently, in a study* carried out by the Planning Department of all the residential enclaves in 1977, McAnulty received one of the highest rankings for retention as a residential area.

* Report to the City of Hamilton Planning and Development Committee - "Review of Residential Enclaves" - July, 1977

It appears that the majority wish of the residents is to remain in the area. In a survey* of all residential enclaves located north of the C.N.R. Tracks, 74% of the residents indicated they wished to remain in the area, irrespective of the perceived problems of dust and dirt, bad smells, noise and heavy car/truck traffic.

In consideration of the fact that i) there has been no allocations since 1969 and 1970 for acquisition of properties for industrial purposes; ii) the residents have indicated that they wish to remain in the area; and iii) there are other residential areas north of the C.N.R. Tracks which should be acquired before the McAnulty Neighbourhood for industry, the Neighbourhood Plan reflects that McAnulty is to be retained as a residential area with separation from heavy industry.

* Report to the City of Hamilton Planning and Development Committee - "Review of Residential Enclaves" - July, 1977

B. Policies

1. Land Use:

1.1 Objective:

To preserve and enhance the residential character of the neighbourhood.

Policies:

1.1.1 The interior of the neighbourhood is to be designated residential with commercial and commercial/light industrial uses on the perimeter to serve as a buffer separating the residential area from nearby heavy industry.

1.1.2 The existing four residential properties at the southeast end of McAnulty Blvd. are designated for residential purposes as they are located on a residential street; they face inwards toward the residential area; and, they are above the grade of Kenilworth Avenue North.

1.1.3 The existing residential properties fronting on the north side of Grenfell Street between Benson Avenue and Martimas Avenue are designated for residential purposes as they form part of the overall residential area, and are separated from the heavy industry to the north by commercial uses on Beach Road.

1.1.4 The unopened road allowances at the southern end of Martimas Avenue and Agincourt Avenue are to be legally closed in accordance with normal procedures and used for housing purposes. Residents living adjacent to these unopened road allowances who require vehicular access will be ensured of an adequate parcel of land.

(Note: The Martimas Avenue unopened road allowance requires an easement for a gas main approximately 2.74 metres (9 feet) west of the eastern property line.

1.1.5 All other houses owned by the municipality not located in the western area designated

for industry will be utilized for exchange housing for those residents moving from redevelopment areas in the City. This policy is in accordance with Official Plan Amendment No. 260 for the City of Hamilton, Section 3.1.1 and 5.1. If there are no clearance areas designated in the future, these houses could be sold.

1.2 Objective:

To ensure adequate separation between the residential area and the commercial/industrial area fronting on Beach Road between Benson Avenue and Kenilworth Avenue.

Policies:

1.2.1 The commercial/industrial area will be rezoned to minimize any adverse effects caused by light industrial uses locating adjacent to the residential area. Existing uses will be included as permitted uses in the rezoning by-law.

1.2.2 Any new development in the commercial/ industrial area on Beach Road will be subject to Site Plan Control with the following provisions to be included in the rezoning by-law:

i) A 'screen' separating the residential area to the south comprised of one or more of the following features be establihsed:

a) a 1.5 m (5') wide planting strip at the rear or side lot line and a blank wall (i.e., without windows) on that part of the structure facing the residential area; or,

b) a 1.8 m (6') high privacy fence which forms a solid visual shield.

ii) Access to the commercial/industrial properties will be limited to Beach Road; and,

iii) Outdoor lighting be directed away from all nearby residential districts, including the lighting of signs.

2. Parks and Recreation:

2.1 Objective:

That a suitably-sized park area to serve a multi-purpose function be located central to the neighbourhood.

Policies:

2.1.1 That the existing park be enlarged to include three houses fronting on Holly Avenue to provide an appropriate-sized active sports field. The houses are to be acquired through negotiation by using money from the 5% Parks Fund.

2.1.2 The unopened road allowance at the southern end of Holly Street on McAnulty Blvd. we closed and a parkette be established as an ancillary use to the overpass/underpass proposed in Section 7.1.4

2.2 Objective:

That a full range of recreation facilities and programmes be encouraged and developed.

Policies:

2.2.1 Adequate water services be provided in the existing park in order to provide a rink in the winter.

2.2.2 That redevelopment of the park take place and include a range of facilities that can be enjoyed by all age groups. This may include adequate playground equipment, landscaped areas for passive recreation, a field for active sports such as soccer/ football/baseball. Also, a berm for tobogganing in the winter could be established at the north end of the park to serve as a buffer to those properties which abut the park.

2.2.3 Residents of the neighbourhood are encouraged to participate in and initiate recreational activities in the area.

3. Social Programming

3.1 Objective:

To encourage community activity and pride by developing existing and creating new social programmes in the area.

Policies:

3.1.1 That Lloyd George Public School be retained as an integral part of the McAnulty Neighbourhood and serve as a focal point of community action complimentary to the proposed neighbourhood meeting room located in the existing City-owned building at 350 Beach Road.

3.1.2 That 350 Beach Road, which is City-owned, serve as a meeting facility for the use of the residents and local organizations within the neighbourhood. This proposal to be studied.

3.1.3 Community involvement which instills communal responsibility be encouraged.

3.1.4 The Lloyd George Community Association, Block Parent programme and other community-oriented organizations be encouraged to develop their programmes for the benefit of the community.

3.1.5 That the neighbourhood committee be succeeded by a committee, possibly related to the Lloyd George Community Association, to follow up the policies in the McAnulty Neighbourhood Plan (e.g., information for people in the area; improving the appearance of the area; commenting on development proposals).

4. Environment

4.1 Objective:

That existing environmental conflicts be minimized through regulations and mutual co-operation of residents, industrialists and government agencies.

Policies:

4.1.1 The noise standards of the Ministry of the Environment and the City of Hamilton be strictly enforced.

4.1.2 The Ministry of the Environment enforce air pollution standards recognizing the McAnulty Area will be a long-term residential area.

4.1.3 Existing industry within and bordering the neighbourhood is encouraged to utilize existing and new technology to minimize any adverse effects created by the nature of their operations.

4.1.4 Any new buildings located within the commercial designation are encouraged to be in a row and two to three storeys in height to provide an effective buffer to the interior of the neighbourhood.

4.1.5 The berm separating the industry from the residential area at the western end of McAnulty be high enough to serve effectively as a noise buffer. The height of the berm separating the industrial area from the residential area will be established after a noise impact statement has been completed for the proposed developmemt. (NOTE: The Ministry of the Environment has recommended that: i) the berm be ten to 12 feet high in a continuous row; and,
ii) only light industry be permitted in the western end.)

4.1.6 That the Hamilton Board of Education request the Ministry of the Environment to study the level of noise in the school building and grounds.

5. Maintenance and Rehabilitation

5.1 Objective:

That the overall improvement of all structures be encouraged.

Policies:

5.1.1 Property owners be encouraged to maintain their property at a high standard and not lower than the property standards by-law requires.

5.1.2 The property standards by-law be enforced for all structures.

5.1.3 Property owners be encouraged to take advantage of existing government programmes which provide grants/loans to rehabilitate housing.

5.1.4 Existing businesses along Beach Road be encouraged to improve the appearance of their buildings to a standard of a viable commercial area.

5.1.5 McAnulty Neighbourhood be considered for future government programmes to improve the neighbourhood.

6. Neighbourhood Improvement

6.1 Objective:

That the overall aesthetic appearance of the neighbourhood be improved.

Policies:

6.1.1 That an effort be made to preserve trees, especially those which are prominent in the neighbourhood.

6.1.2 Encourage new trees to be planted and inform residents of the City scheme to have a tree planted, free of charge, in the road allowance.

6.1.3 That Dofasco be requested to review the possibility of providing a planting strip along its property on Beach Road. Although it is realized the planting strip would have little real value in terms of blocking noise, some hedges or other shrubbery would visually improve this area. Also, that its parking lot on the south side of Beach Road between Holly Avenue and Benson Avenue be provided with suitable vegetation to improve its appearance.

6.1.4 That commercial businesses which have yards abutting residential areas and institutional uses be encouraged to provide landscaping and/or privacy fences which separate the two uses.

6.1.5 That existing businesses be encouraged to improve their appearance by the improvement

of their property and structures. This would serve to encourage additional commercial uses to locate in the commercially-designated area.

6.1.6 The Hamilton Board of Education be requested to replace trees removed from the perimeter of the playground of Lloyd George School.

7. Servicing

7.1 Objective:

That overall improvement of municipal services be undertaken by the Municipality.

Policies:

7.1.1 Reconstruction of street services be carried out to the same standard as other residential neighbourhoods.

7.1.2 The Regional Department of Engineering be requested to study the flooding under the C.N.R. Mainline Track Bridge on Kenilworth Avenue North.

7.1.3 That residents be informed of actions which they may initiate to improve existing unassumed alleyways. The two actions which can be undertaken are:

i) the closing of the alleyway and the conveyance of the land to the abutting homeowners; or,

ii) the improvement of the alleyway if 2/3 of the owners abutting the alley representing 1/2 of the assessment agree.

7.1.4 The City consider building an overpass/underpass from the unopened road allowance at the southern end of Holly Street across the C.N.R. Tracks to the "Hamilton Shopping Centre" to provide the residents with safe and convenient access. The structure should be designed to enable use by senior citizens and small children who may have difficulty using stairs.

7.1.5 The unpleasant smells emanating from the sewers in the area be considered as a top priority problem. Investigation and appropriate measures to alleviate this problem should be undertaken.

7.1.6 Consideration should be given to constructing a ramp next to the existing stairs on the south side of McAnulty Blvd. at Kenilworth Avenue North as they are an inconvenience and dangerous during the winter.

8. Traffic

Objective:

That the existing traffic system be improved to promote the free flow of traffic, neighbourhood and residential, while maximizing public safety, and prohibiting industrial traffic in the interior of the neighbourhood.

Policies:

8.1.1 That the Traffic and Engineering Committee be requested to study the following:

i) That heavy truck traffic be re-routed away from the interior roads of the neighbourhood;

ii) The possibility of synchronizing the train signals at Beach Road and Kenilworth Avenue North with the traffic lights to allow for the continued movement of traffic where this is possible (i.e., from Kenilworth Avenue North, west onto Beach Road);

iii) The intersection at Grenfell Street and Beach Road. The possibility exists of making Grenfell Street one-way east between Bayfield and Holly Avenues and Holly Avenue one-way north between Grenfell Street and Beach Road; and,

iv) The existing visual obstructions at the intersection of McAnulty Blvd. and Kenilworth Avenue North.

8.1.2 That Stapleton Avenue be closed by a cul-de-sac at Beach Road with a long-term proposal to provide for the improvement of the alignment of this intersection.

9. Parking

9.1 Objective:

To improve the existing parking situation.

Policies:

9.1.1 That industrial workers parking on the residential streets be discouraged from parking on residential streets.

In order to achieve this, permit parking should be considered for people living in this area who lack off-street parking and find it difficult to obtain on-street parking due to the proliferation of industrial workers parking in the area. This would be undertaken on a neighbourhood basis with permits issued to residents of the area lacking off-street parking, allowing them to park on the street for not more than twelve hours while all other vehicles would be subject to time-limited parking (i.e., one to three hour limit).

9.1.2 The existing municipal parking lot on Kenilworth Avenue North be retained to serve the existing commercial uses and encourage new commercial uses to locate on the perimeter of the neighbourhood. Consideration could be given to reducing its present size after consultation with the Hamilton Parking Authority.

(NOTE: The Neighbourhood Plan formulated by the Citizens' Committee is represented by Sections 1 to 9. Section 10 is enshrined in Official Plan Amendment No. 338, with certain additions added by staff.)

10. Official Plan Amendment No. 338

10.1 Objective:

Official Plan Amendment No. 338 was developed to ensure effective separation of the industry

locating in the western end of the neighbourhood from the residential area to the east.

Policies:

10.1.1 A 15.2 m (50') wide landscaped berm will be established between the industrial and residential areas. The optimum height of the berm will be determined after a noise impact statement for the proposed industry has been undertaken.

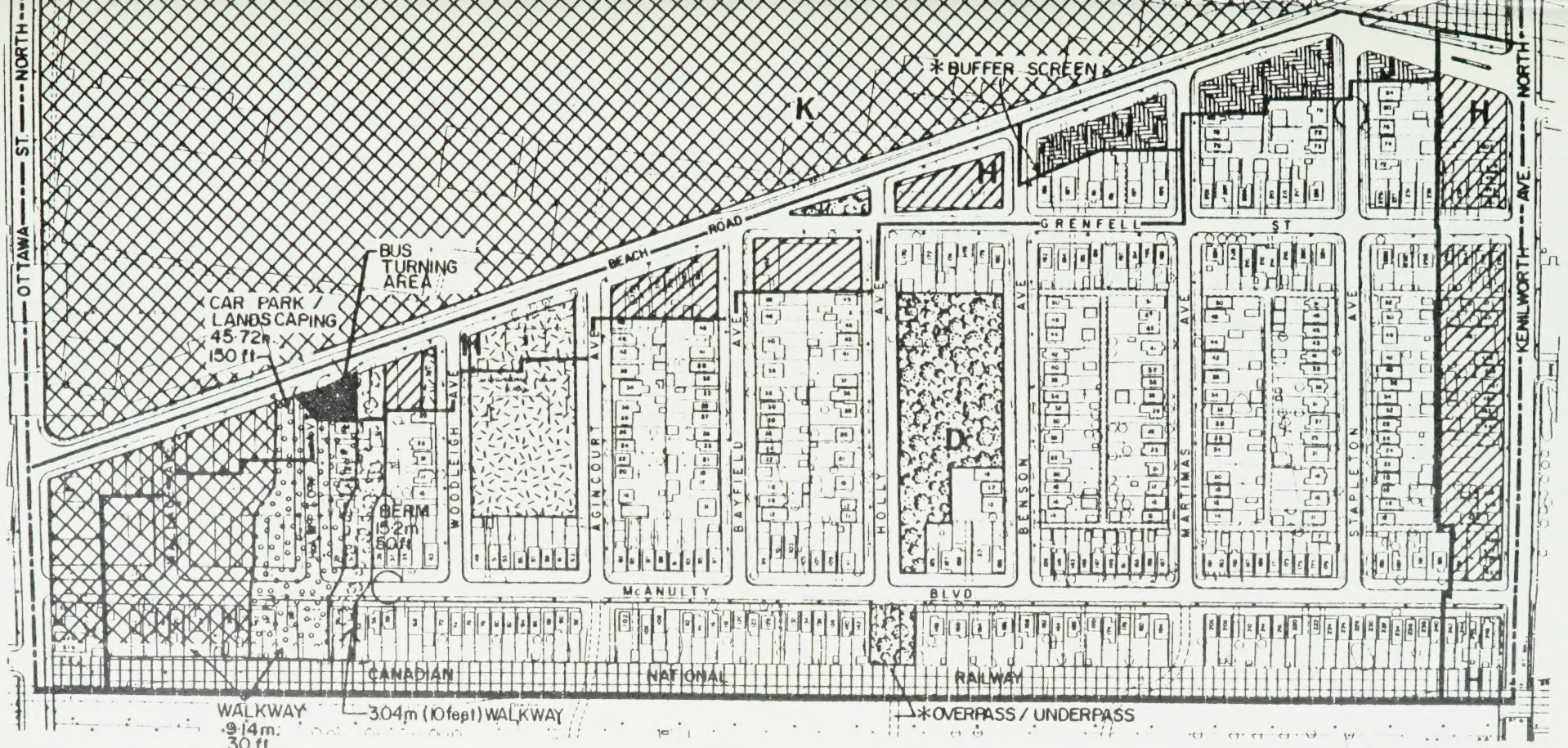
10.1.2 A minimum 45.72 m (150') car park and/or landscaped area be provided between the berm and tne industry.

10.1.3* A 9.14 m (30') walkway/bicycle path allowance will be provided from Ottawa Street to McAnulty Blvd. adjacent to the C.N.R. right-of-way to maintain pedestrian access from Ottawa Street to the residential area.

The walkway should be developed with proper lighting for pedestrian movement; vandal proof fencing to separate the pedestrian from the railroad and industry; and, good visibility from both Ottawa Street North and McAnulty Blvd.

10.1.4* A bus turning area be provided. Appropriate 'street furniture' such as lighting, benches, landscaping and a bus shelter should be provided in the carpark/landscaped area as shown in the proposed land use plan. This proposal to be studied by the Regional Transit Commission.

* Not included in O. P. A. 338



LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- COMMERCIAL / INDUSTRIAL
- UTILITIES

* Refer to written policies for details.

- CARPARK / LANDSCAPE
- OPEN SPACE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals

Planning Board Council

Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

MCANULTY

PROPOSED PLAN

SCHEDULE 'A'

URBAN/